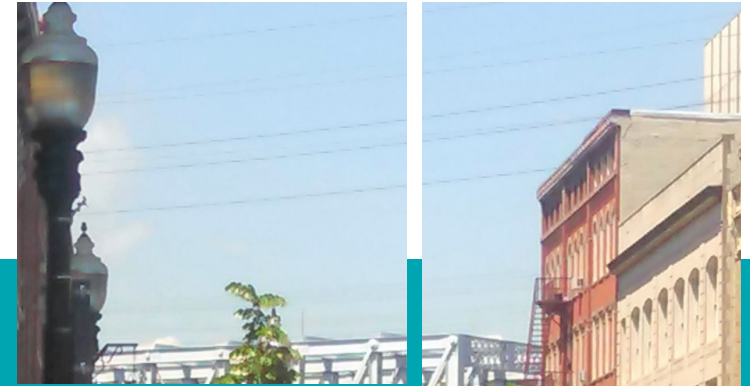




WALKER
CONSULTANTS

NORWALK PARKING PLAN

Final Presentation



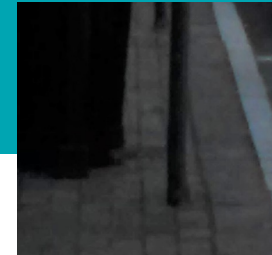
BUILDING ENVELOPE

FORENSIC RESTORATION

PARKING DESIGN

PARKING & MOBILITY

OPERATIONS & TECHNOLOGY



AGENDA

Community Input	Planning	Mobility
Curb Management	Operations	Questions



Some technology is too intrusive, such as license plate recognition technology.



Snow emergency periods are difficult for residents, as some off-street locations for snow emergency parking (public garages) are too far to walk home from.

Signage systems are problematic, as it is difficult to determine parking rates.

Liberty Square should have complimentary parking for quick trips and pick-ups.



An inner-city shuttle system is an attractive option to help residents to get around town without having to use their vehicles.



PUBLIC COMMENTS

Sidewalks around the City are in poor shape and require repair and/or replacement to encourage walkability.



Commercial vehicle parking overnight in residential areas is causing a shortage of spaces for other residents.



Library parking is a problem, as there are not enough parking spaces on site.



Parking is too expensive.



Current bicycle accommodations in the City are sufficient to meet needs.



Residential parking is of concern, as business and commuter parking encroaches upon residential parking areas.

Residential parking rules are often not enforced.

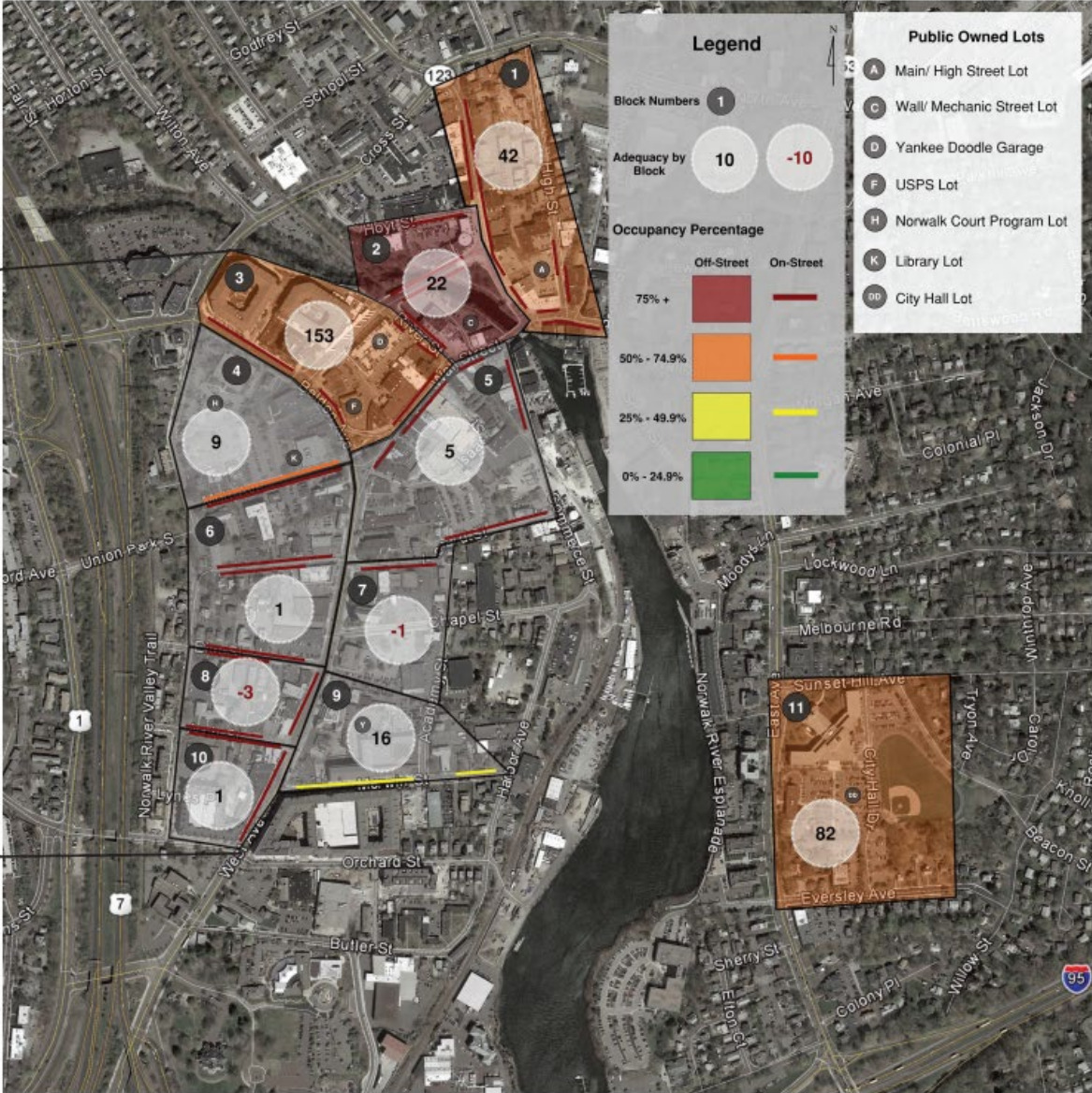


PLANNING

WEEKDAY – NORTH AREA



PRIVATE PARKING

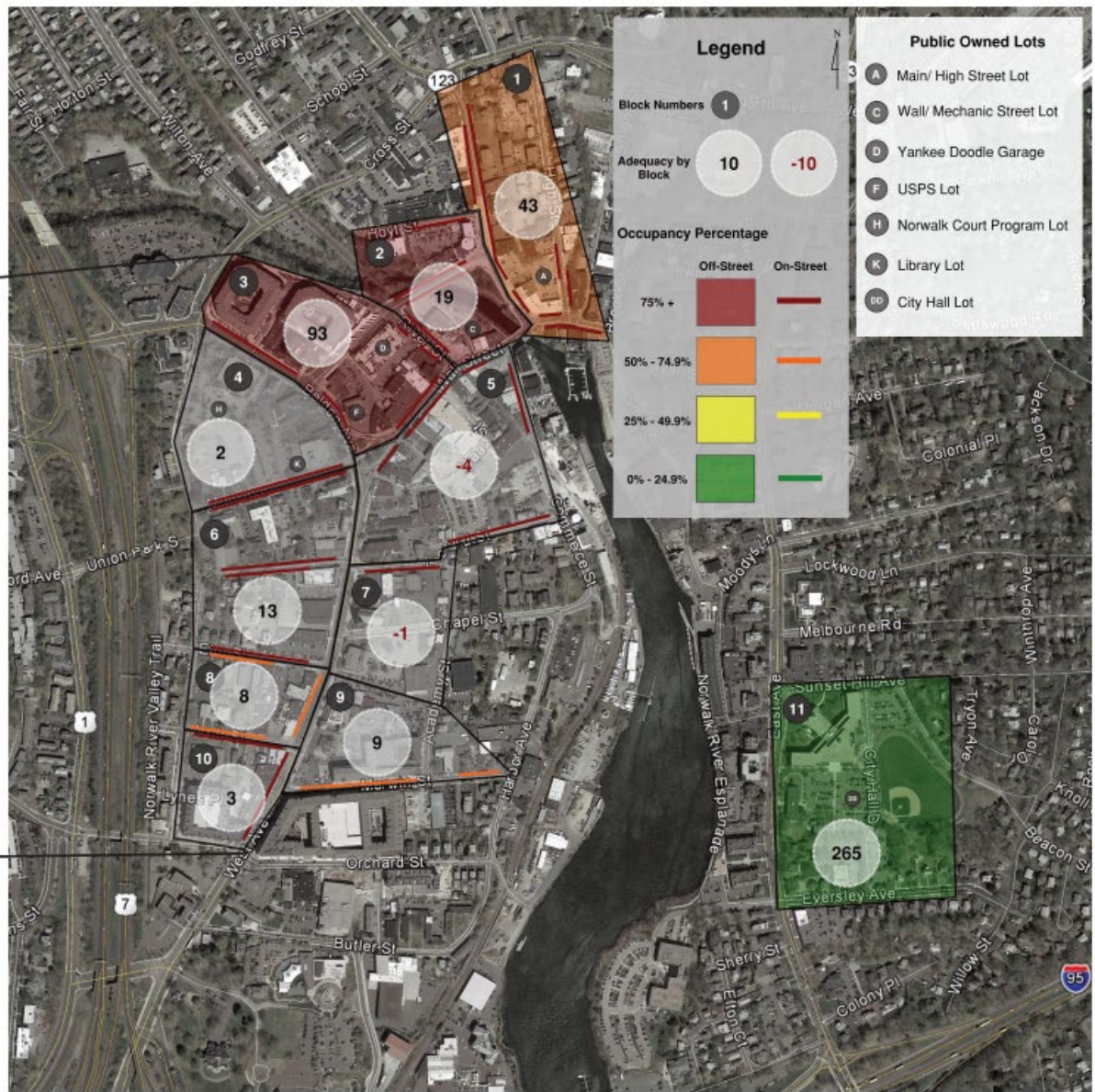


PUBLIC PARKING

WEEKEND – NORTH AREA



PRIVATE PARKING

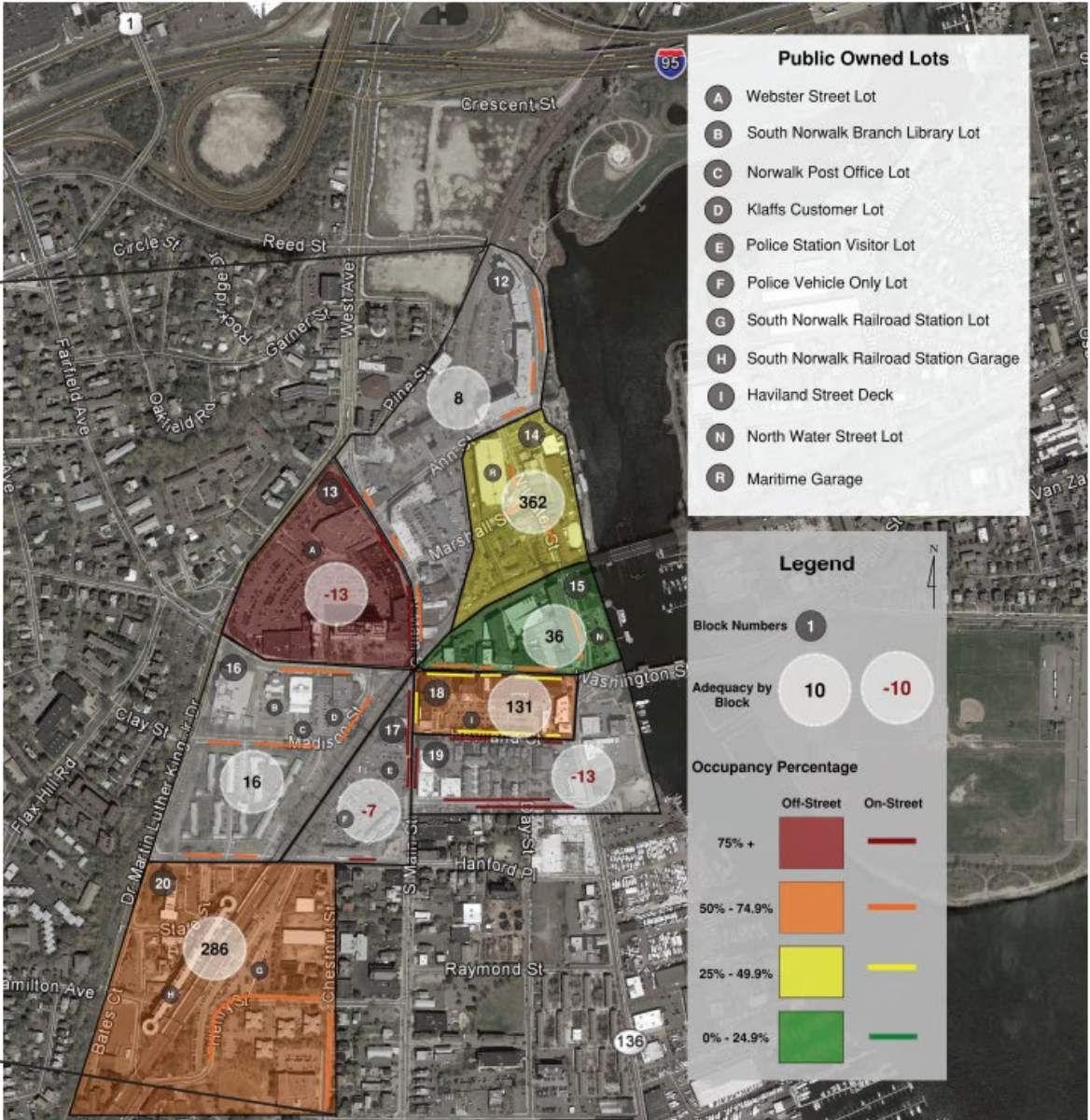


PUBLIC PARKING

WEEKDAY – SOUTH AREA



PRIVATE PARKING



PUBLIC PARKING

- Public Owned Lots**
- A Webster Street Lot
 - B South Norwalk Branch Library Lot
 - C Norwalk Post Office Lot
 - D Klaffs Customer Lot
 - E Police Station Visitor Lot
 - F Police Vehicle Only Lot
 - G South Norwalk Railroad Station Lot
 - H South Norwalk Railroad Station Garage
 - I Haviland Street Deck
 - N North Water Street Lot
 - R Maritime Garage

Legend

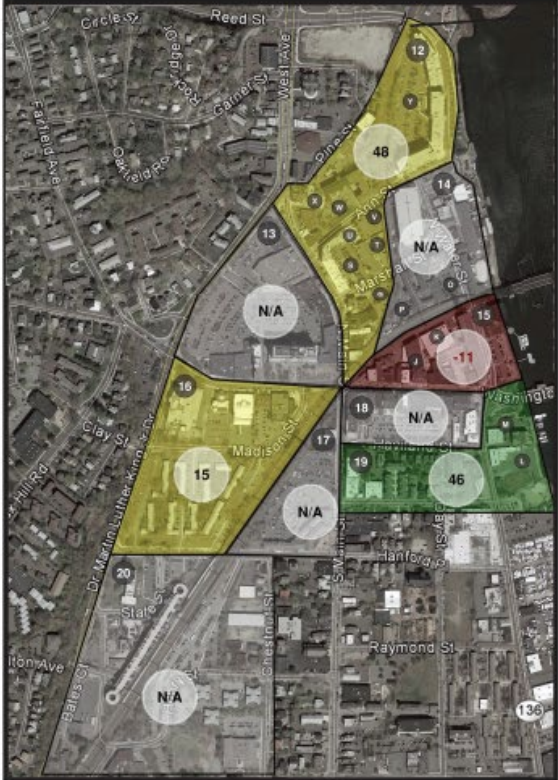
Block Numbers 1

Adequacy by Block 10 -10

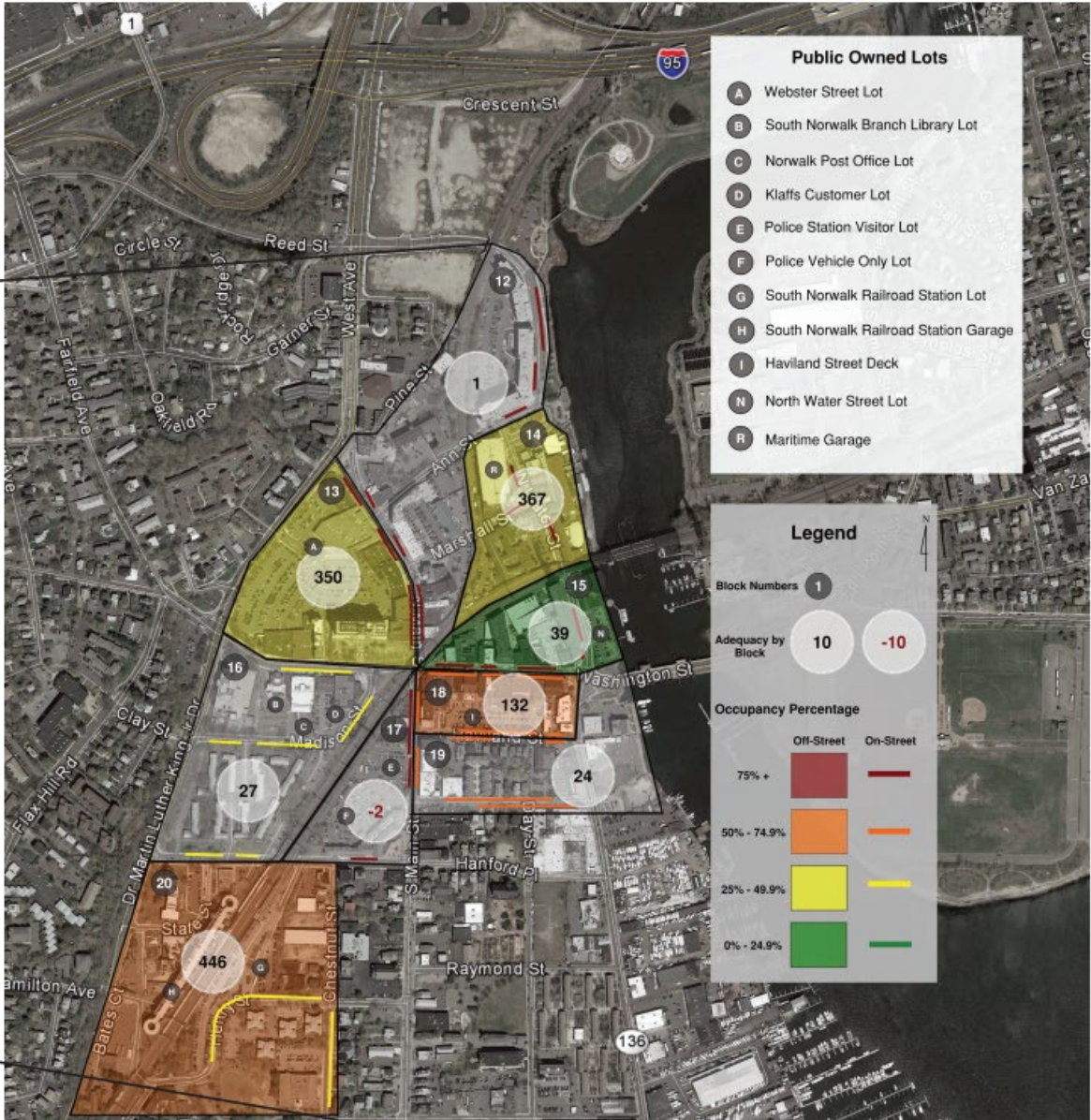
Occupancy Percentage

Occupancy Percentage	Off-Street	On-Street
75% +	Red	Red
50% - 74.9%	Orange	Orange
25% - 49.9%	Yellow	Yellow
0% - 24.9%	Green	Green

WEEKEND – SOUTH AREA



PRIVATE PARKING



PUBLIC PARKING

- Public Owned Lots**
- A Webster Street Lot
 - B South Norwalk Branch Library Lot
 - C Norwalk Post Office Lot
 - D Klaffs Customer Lot
 - E Police Station Visitor Lot
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 - G South Norwalk Railroad Station Lot
 - H South Norwalk Railroad Station Garage
 - I Haviland Street Deck
 - N North Water Street Lot
 - R Maritime Garage

Legend

Block Numbers 1

Adequacy by Block 10 -10

Occupancy Percentage

Occupancy Percentage	Off-Street	On-Street
75% +	Dark Red	Dark Red Line
50% - 74.9%	Orange	Orange Line
25% - 49.9%	Yellow	Yellow Line
0% - 24.9%	Green	Green Line

ON-STREET

Crowded on-street parking leaves people feeling like parking is very difficult.

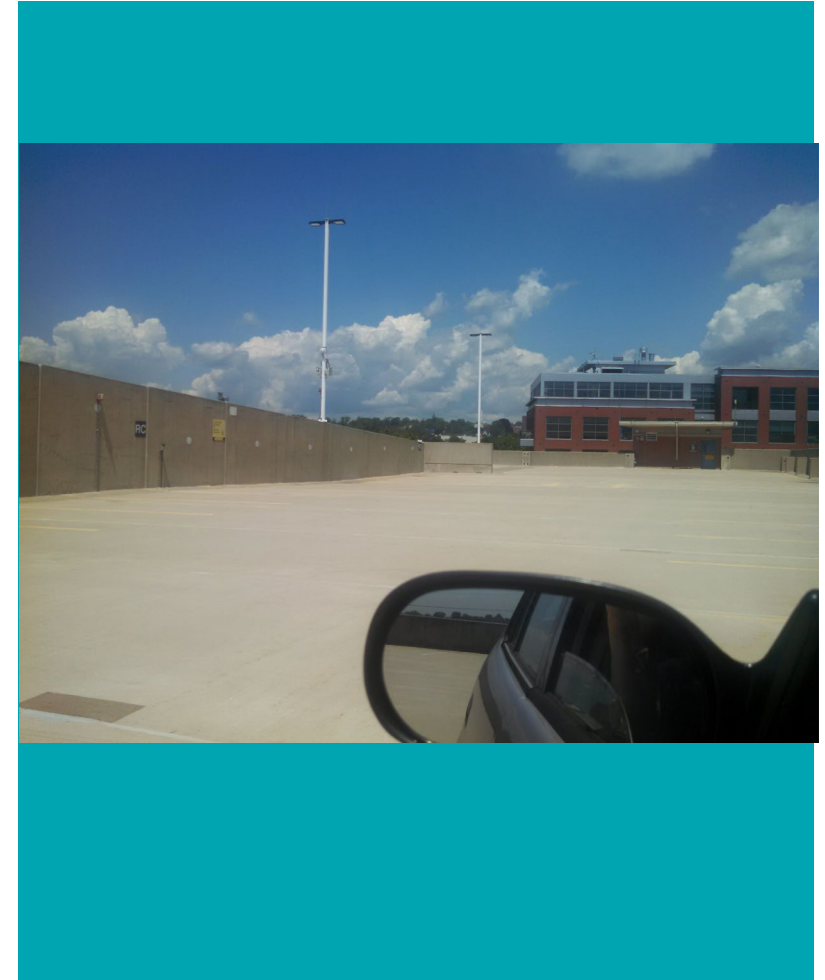
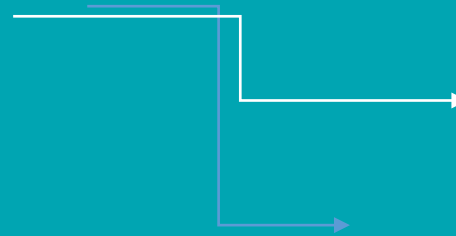
Off-street parking is usually harder to find and feels less convenient.

	Block	Weekday			Weekend		
		9:30 AM	1:00 PM	7:00 PM	1:00 PM	7:00 PM	12:00 AM
Wall Street District	1	82%	58%	101%	66%	67%	95%
	2	69%	69%	84%	82%	93%	98%
	3	66%	49%	97%	74%	94%	100%
	4	48%	92%	88%	76%	96%	8%
	5	76%	90%	88%	92%	96%	96%
	6	84%	68%	80%	67%	54%	41%
	7	90%	90%	90%	90%	120%	90%
	8	100%	91%	91%	50%	64%	55%
	9	23%	27%	88%	50%	81%	69%
	10	83%	67%	47%	77%	63%	53%
	Subtotal	72%	70%	85%	72%	83%	71%
South Norwalk	12	70%	58%	38%	84%	28%	10%
	13	100%	0%	92%	97%	95%	105%
	14	50%	75%	50%	113%	50%	38%
	15	67%	56%	61%	78%	28%	11%
	16	53%	55%	33%	31%	35%	20%
	17	167%	67%	56%	111%	111%	89%
	18	25%	52%	54%	52%	84%	86%
	19	100%	42%	84%	56%	81%	85%
	20	67%	44%	26%	33%	26%	16%
	Subtotal	78%	50%	55%	73%	60%	51%
Average	75%	60%	71%	73%	72%	61%	

USAGE SUMMARY

- Several blocks had deficits throughout the block.
- Railroad parking and Webster street very busy, but most other off-street facilities had capacity, and some of the private facilities offer public parking.
- On-street parking above capacity in many places.
- On-street is the first choice for most visitors.

- Off-street facilities may be harder for people to find, contributing to perception that there is “no” parking.
- Example: Public complained about Wall Street area, but Yankee Doodle always had > 100 spaces open.



RECOMMENDATIONS



- Signage and wayfinding should continue to be evaluated, with goal of making it easier to access all public and private alternatives.
- Lighting, painting, and cleanliness are important for user comfort.



RECOMMENDATIONS

- Look for more opportunities to share existing private parking.
 - Sometimes valuable for permits even if not a good fit for visitor parking.
 - Lot across MLK Jr. Drive from SoNo Library could help with parking shortage.
 - SoNo Collection could be overflow (shuttle) parking for train stations.
- Remove car storage from Yankee Doodle as Wall Street demand grows.
- Webster Street lot still the best option for structured parking development and presents opportunity for additional mixed-use development.
 - Police Station has potential for train station.

PLANNING FOR THE FUTURE

- SoNo developments have included on-site parking and seem likely to continue.
 - In-lieu fee provides alternative.
 - Residential TOD spaces are not very shared; not great use of in-lieu program.
 - Fees can be scaled for small vs. large development.
 - Improve shared parking flexibility.
 - More specific calculations of mixed use.
 - Allow better use of surpluses.

PLANNING FOR THE FUTURE

- Historic blocks in Wall Street area less amenable to adding parking.
 - Yankee Doodle can support new growth.
 - Caveats about residential “shared” parking.
 - Wall Street Place site has potential for additional public parking.
- Trains
 - TOD growth will add train demand without parking demand.
 - Wall Street has Highland Shuttle.
 - Private developments like Waypointe have shuttles.
 - Challenge to build more parking very near SoNo, but Police Department has potential. Webster Street is better shared use.
 - Incorporate public parking into new TOD developments near East and South stations.



MOBILITY



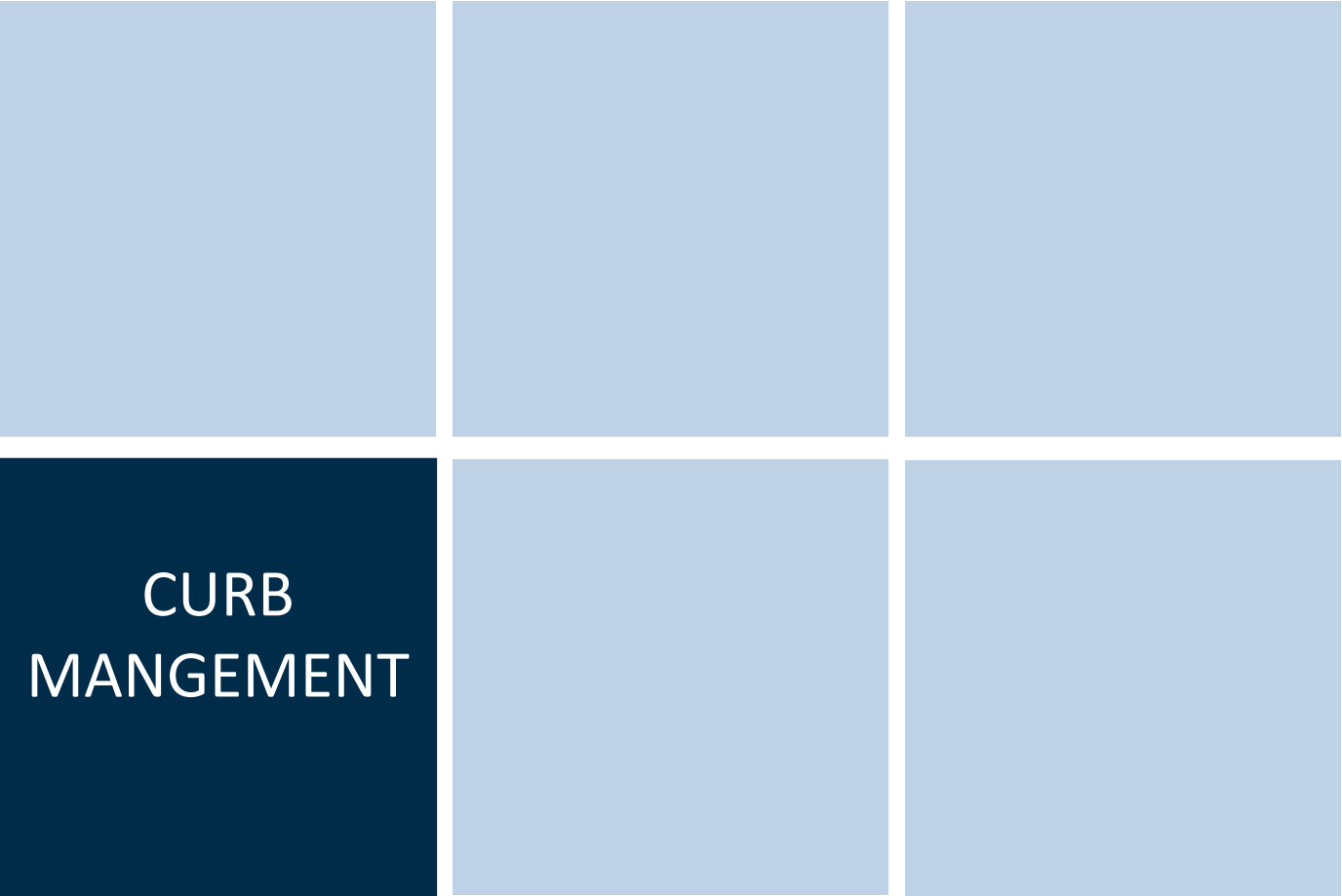
TRANSPORTATION

Focus on West Ave. – Main St. corridor for “Frequent Transit Network.”

- Goal should be to provide service every 10 minutes, 18 hours per day.
- Reduce redundancy and over-specialized routes (single purpose) to free up resources for the corridor.



- Wheels2U can fill gaps in coverage in lower-demand areas.
- Wheels2U can fill other gaps if service is expanded.





RESIDENTIAL NEIGHBORHOODS

- Parking on residential streets by commercial vehicles over 1.25 tons for more than four hours, is prohibited by Code.
- Residents mentioned that it is occurring and negatively impacts ability to park.
- Recommend that parking enforcement be increased on residential streets to enforce the commercial vehicle ordinance.
- Trailers can be accommodated in some surface lots, but only for overnight parking rather than “storage.” Vehicles should be required to move by 8 a.m.



RESIDENTIAL PERMIT PARKING (RPP) PROGRAM

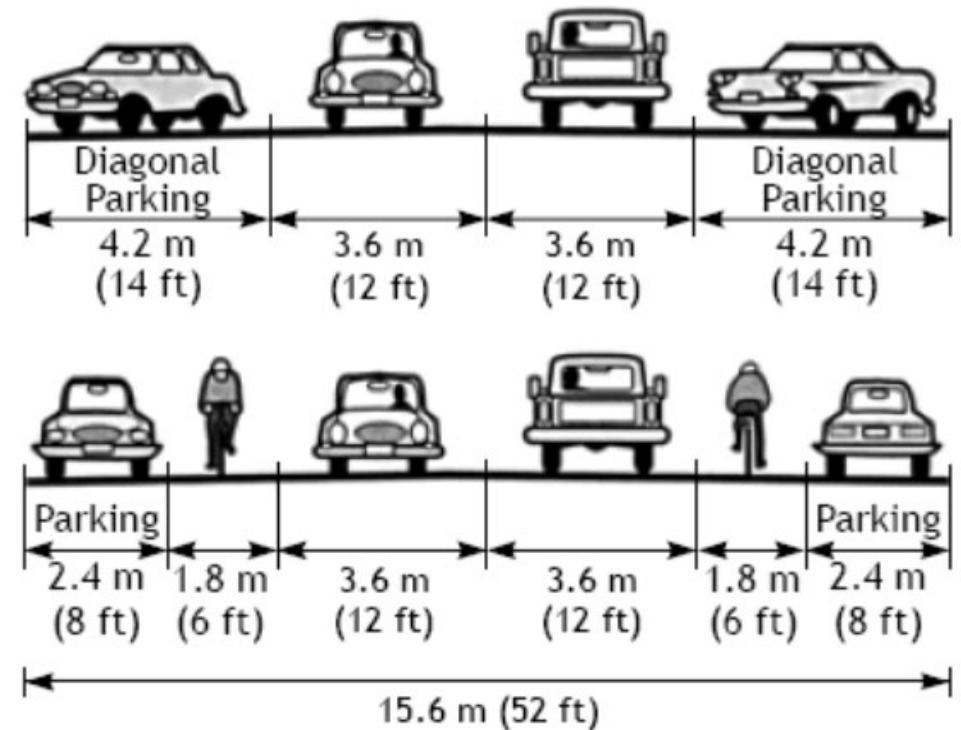
- RPP's are most valuable in dense areas where mix of user groups compete for scarce parking and spill over into residential areas.
- Not all residents like these programs so they should be evaluated carefully.
- Cons:
 - Requires registration annually.
 - Requires registration for visitors.
 - Can sometime limits permits available per household based on street capacity.
 - Adds administration and enforcement time.
- Complicated to evaluate and plan for RPP. Recommend additional study.
- RPP would help with commercial vehicle use of residential streets.



ANGLED PARKING

- Parking Authority interested to increase capacity on some streets by shifting from parallel to angled parking.
- Requires 52' on a two-way street. Wall Street is one of the few business district streets that has this width.

- Bike lanes add to width needed.
- City has a goal of improving bike access for improved mobility and sustainable alternatives to driving; should coordinate with other roadway improvements.



ANGLED PARKING



REVERSE ANGLE

- Easier to back in to a stall than to back out.
- Better view of vehicles and bikes.
- Believed to be safer and easier.
- Easier to load packages in trunk when it's near the curb.
- Extensive Learning Curve
- Cars may protrude into street or sidewalk.
- Hard to use with LPR enforcement.





SIGNAGE AND WAYFINDING

- Wayfinding program in implementation.
 - Should include “brand” artwork and strategic locations.
 - Consider publicly-available private parking.
 - Dynamic signage is expensive to install and maintain and requires infrastructure on sidewalks. But real-time information is helpful.



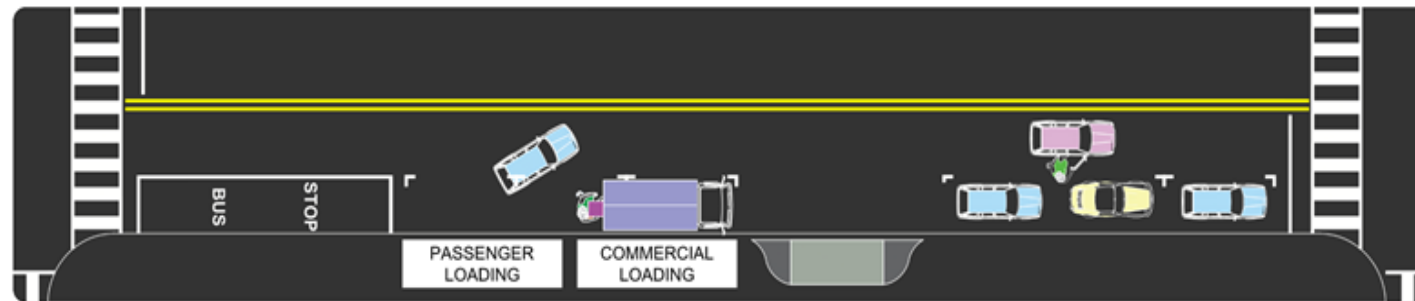
CURBSIDE LOADING

- Commercial deliveries can be challenging in older cities without off-street loading.
- TNC's have added need for more curb drop-off/pick-up to accommodate passenger loading/unloading.
- → More pressure on curbs than in the past.
- Several options:
 - Expand curbside commercial loading zones to accommodate TNC passenger loading/unloading.
 - Create separate commercial and passenger loading zones.
 - Most flexible:
 - Daytime: commercial/passenger loading.
 - Evening: passenger loading.
 - Late night: overnight parking for residents.

CURBSIDE LOADING

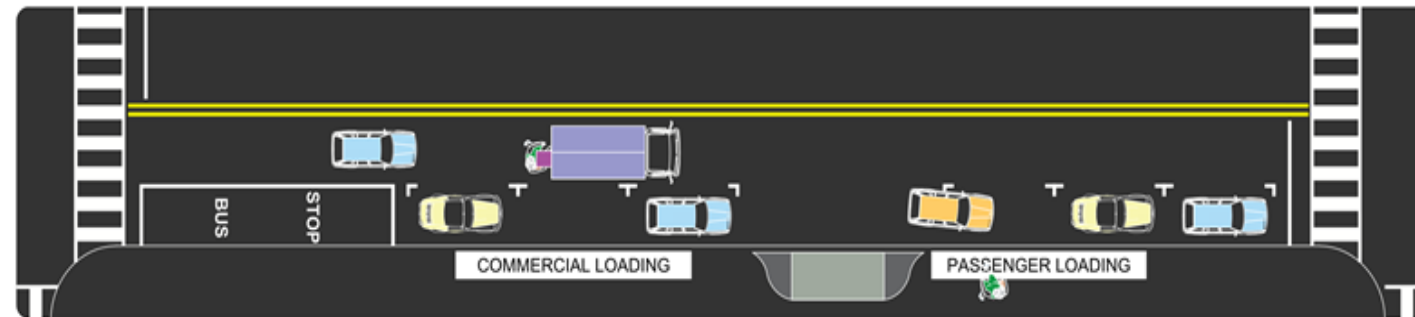
Option 1

Shared Commercial and Passenger Loading



Option 2

Separated Commercial and Passenger Loading

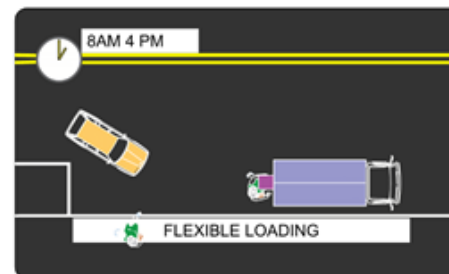


Option 3

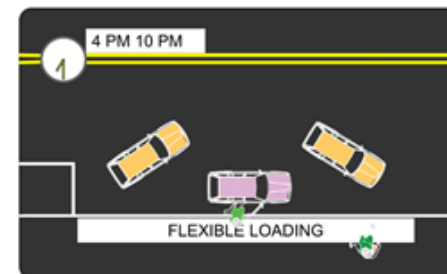
Recommended

Flexible space with varied use by time of day

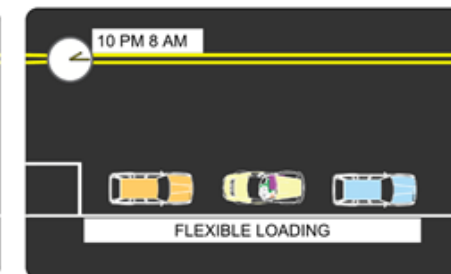
Commercial / Passenger Loading



Passenger Loading



Overnight Parking





SNOW PARKING



- Snow emergencies require some residents to move cars off street. Public garages are used, but public input suggested this can be challenging for older or less mobile residents who live some distance from off-street option.
- Recommend expanding Wheels2U for this purpose - advertise on website and on text/call/email snow emergency notification service.
- Ticketing/Towing should be vigorously enforced to be equitable to those who do abide by the rules during these events.





LIBRARY PARKING – WALL STREET

- Already using shared parking.
- Valet an option but won't do enough, and costly.
- Wheels2U has potential to reduce parking demand.
- Yankee Doodle Garage only a few minutes for most walkers, but traffic a problem.



RECOMMENDED

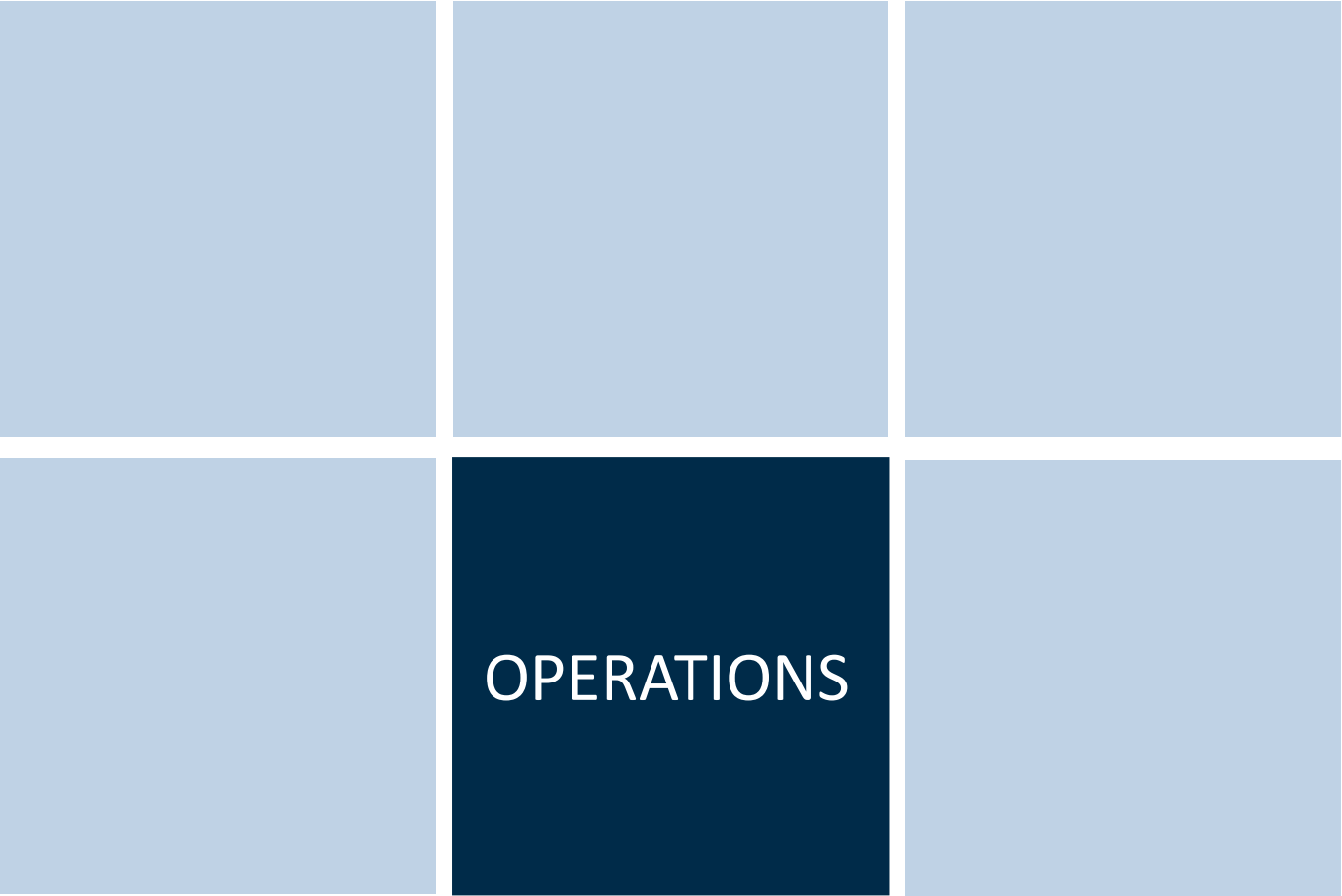
- **Best:** signalize Belden/Burnell intersection for pedestrian safety, with on-demand crosswalk buttons and flashing lights.
- **Alternatively,** raised walkways, advance signage for motorists, pavement markings, active flashing lights when walkway in use, on-demand crosswalk buttons, and reduction in speed limit.

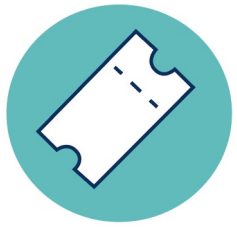


LIBRARY PARKING – SONO AREA

- Shared parking potential with private lot across MLK Boulevard?
- Garage on Webster Street Lot to expand capacity.
- Wheels2U has potential.

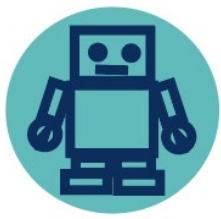






ENFORCEMENT

- Hated but important. Without it, employees monopolize spaces intended to serve customers. Turnover is vital in a commercial area.
- Unpaid tickets result in doubling of fines from \$25 to \$50 to \$100. Eligible for boot with two unpaid tickets.
- 20-minute grace period on selected days at selected locations.
- 2,100 tickets written during survey month in 2018. Most written at metered lots and on-street, not at multi-meter locations.
- Turnover study and violations records suggest enforcement is effective at controlling misuse of customer parking.



EQUIPMENT

Multi-space meters off-street, single-space on-street.

- Single space and some multi-space meters nearing end of lifespan.
- Parking Authority interested in converting on-street to multi-space meters.
 - Pros: Multi-space have more payment options, fewer units (easier collections/maintenance/snow removal), pay-by-cell capability, and work with license plate-based enforcement technology.
 - Cons: Can be inconvenient for drivers compared to a meter next to the parking space. Have to walk to seek them out.
- Recommendation: Multi-space meters, with transition to pay-by-cell over time.
 - Key is a careful transition for the public's benefit.





RATES



Rates were amended in 2018 and 2019.

- Rates are appropriate for the size and activity level in the City.
- Recommend a convenience fee for core streets in SoNo to balance demand.
 - Goal is not to gouge the public.... Goal is to encourage use of resources a block or two farther away from the busiest destinations. Stratified rates reduce congestion and increase turnover where it is needed.
- Liberty Square: paid parking introduced, with 15 minutes free for quick trips.

COMMUTER PERMITS



- 500+ on SoNo wait list, 150 on East Norwalk wait list.
 - Wait lists generally include people who no longer need a permit or are parking in transient parking until they get one; actual need may be lower.
 - Parking Authority should scrub wait list quarterly for at least a year and use LPR to check for transient parkers on wait list.
 - Also, utilizing LPR, revoke unused permits after 60 days. This will require a policy change.

CITY SCHOOLS

Curb management an issue – buses, parent drop-off/pick-up, student parking, TNC use, etc. Compounded by lack of school bus option for students living two miles or less from school.

RECOMMENDATIONS

- Walking and biking should be encouraged for the 2-mile radius.
- Carpools should be strongly encouraged as alternative to walking, with school assisting with “match list” and staggered drop-off/pick-up times.
- For High School, prioritize access to student parking (by grade level, after school commitments like work, etc.).
- Wheels2U has potential.



NON-PROFIT EVENTS

- Variety of approaches.
- Commonly:
 - One-time, small events provided complimentary parking.
 - Large or recurring events also complimentary or charged a reduced parking rate.
 - Many municipalities want, at a minimum, to be compensated for clerical time and/or event management as well as any consumables cost.
 - Critical to administer program in a consistent and transparent manner. Variable rules that favor one group over another are problematic.



CITY PARKS

- City parks are managed by the Parks Department.
 - Parking is not the Parks Department's main focus.
 - Management by LAZ on behalf of Parking Authority adds consistency to operation, controls costs and removes program oversight the from Parks Department's to-do list.
 - Residents using these areas no longer need separate permit and can now use license plate credential.
 - Program in place at Veteran's Memorial Park, Cranbury Park, Calf Pasture Beach, and Shady Beach.

KEY TASKS TIMELINE



IMMEDIATE 0-12 MONTHS

- 1) Hire Assistant Parking Director to oversee parking operations
\$ \$80K-110K annually
- 2) Determine desired on-street meter technology. Develop meter bid specification and publicly bid
\$ \$150K-225K
- 3) Develop specification for resurfacing/restriping off-street surface lots
\$ Part of 2019-2020 Budget Plan
- 4) Continue wayfinding/signage studies for urban corridor
\$ \$100,000- cont. work in 2020
- 5) Revisit feasibility studies for Webster St. Lot & surrounding retail
- 6) Revise commuter permit parking policy for extended non-use with LPR
\$ No cost
- 7) Expand LAZ contract to include City Parks parking management
\$ Presently underway
- 8) Work with Norwalk schools to better manage curbside parking and student drop-off/pick-up
\$ No cost
- 9) Institute metered angled parking on Wall Street
\$ Presently underway



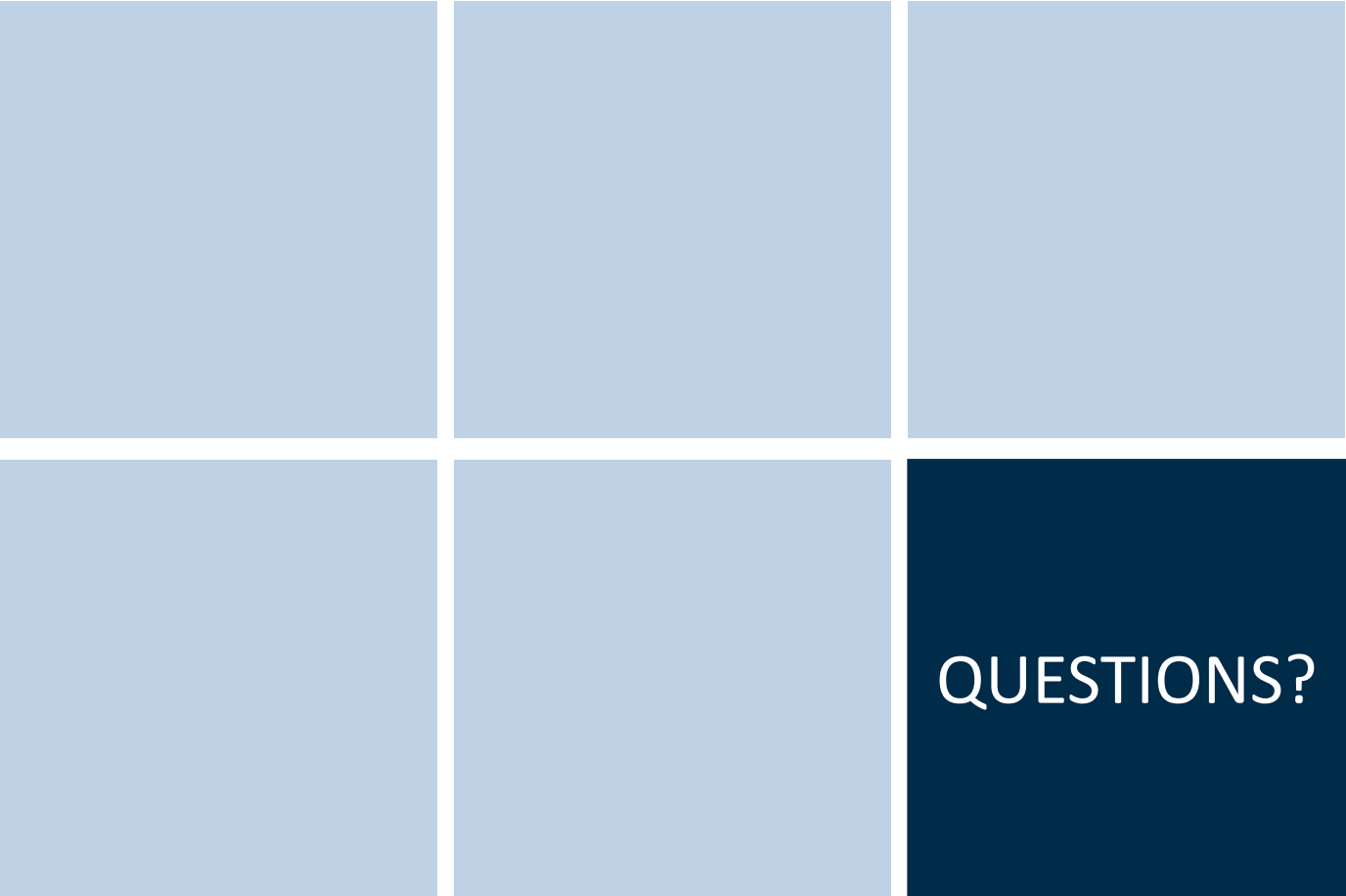
NEAR TERM 12-24 MONTHS

- 1) Evaluate option to institute Residential Parking Zones
\$ \$50K-100K
- 2) Expanse parking enforcement staff for residential areas to enforce commercial vehicle ordinance.
\$ \$25K-50K annually
- 3) Standard non-profit agency parking policies
- 4) Provide accommodations for TNCs curbside
\$ \$50K-75K
- 5) Work with private facility owners to support shared parking agreements to reduce new parking constriction.



LONG TERM 24 MONTHS +

- 1) Reassess Parking Authority operations and management structure to meet changing parking needs and industry best practices.
- 2) Review on-street convenience pricing for periods of high demand/most convenient curbside areas



QUESTIONS?